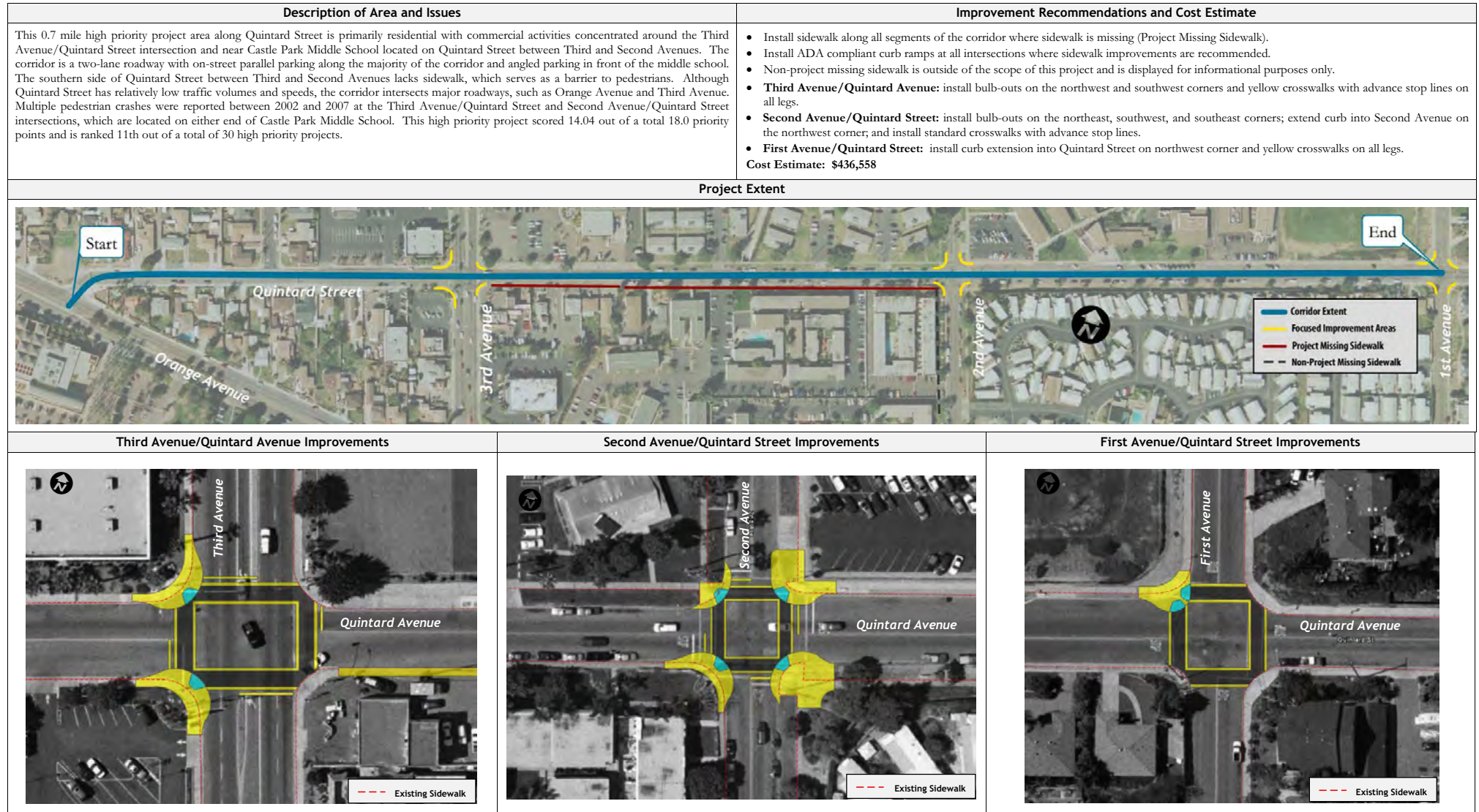


## Project 6: Quintard Street Corridor: *Orange Avenue to First Avenue*



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## Project 7: Broadway Corridor: D Street to H Street

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 1.0 mile long high priority corridor along Broadway is characterized by its high levels of commercial activity. Broadway is a four-lane roadway with center turn lanes and on-street parking. It has moderately high average daily traffic volumes and posted speed limits are 35 mph. The corridor is served by the regional MTS bus route 932 and demonstrates moderate transit ridership rates. The combination of significant vehicular traffic, large intersections, and commercial driveways create potential conflicts between pedestrians and vehicles. This high priority project ranked 7th out of a total of 30 high priority projects, scoring 13.96 out of a total 18.0 priority points.</p>	<ul style="list-style-type: none"> <li>• Non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only.</li> <li>• <b>Broadway/Flower Street:</b> install ladder crosswalks and pedestrian countdown signals on all intersections legs.</li> <li>• <b>Broadway/E Street:</b> install ladder crosswalks and pedestrian countdown signals on all intersections legs.</li> <li>• <b>Broadway/F Street:</b> install ladder crosswalks and pedestrian countdown signals on all intersections legs.</li> </ul> <p>Cost Estimate: \$76,940</p>

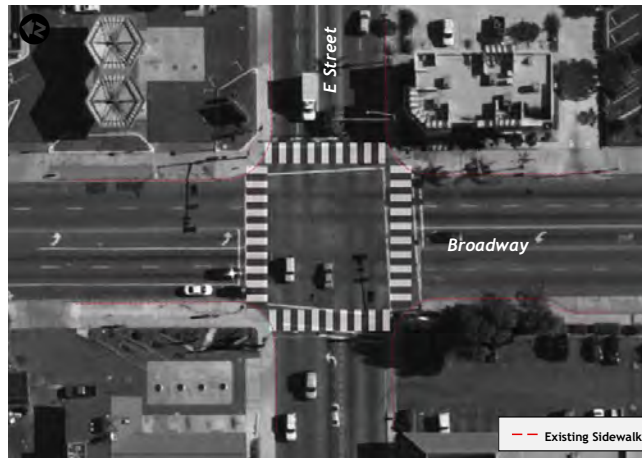
### Project Extent



### Broadway/Flower Street Improvements



### Broadway/E Street Improvements



### Broadway/F Street Improvements



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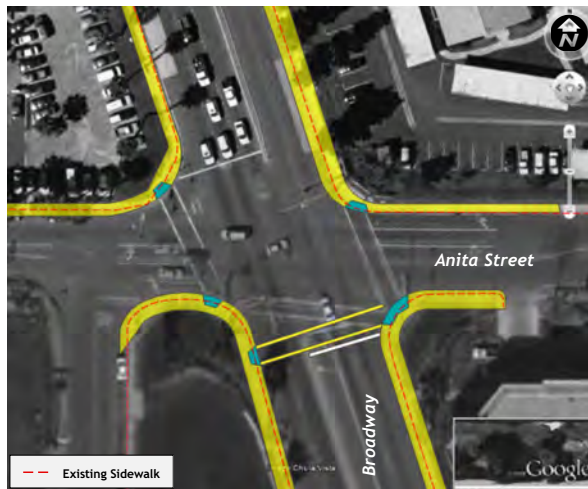
## Project 8: Anita Street Corridor: *Broadway to Third Avenue*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.71 mile high priority project area along Anita Street is predominately residential and the vast majority of residences are mobile homes. Mobile home parks are strongly correlated with high walking rates in Chula Vista. This corridor received several public comments regarding safety concerns via the Pedestrian Master Plan survey. The corridor is served by the local Chula Vista bus route 701 and shows relatively high transit ridership rates for a residential area. Montgomery Elementary School is also located on Fourth Avenue at the corner of Anita Street. This high priority project scored 13.9 out of a total 18.0 priority points and is ranked 8th out of a total of 30 high priority projects.</p>	<ul style="list-style-type: none"> <li>• Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended.</li> <li>• Non-project missing sidewalk is outside of the scope of this project and is displayed for informational purposes only.</li> <li>• <b>Anita Street/Broadway:</b> install sidewalk widening on all four corners; and realign the crosswalk at the southern leg.</li> <li>• <b>Anita Street/Fourth Avenue:</b> extend curbs on all four corners and install high visibility ladder crosswalks with advance stop lines on all legs of this intersection.</li> <li>• <b>Anita Street/Third Avenue:</b> install sidewalk and a diagonal curb ramp on the southeast corner.</li> </ul> <p>Cost Estimate: \$291,259</p>

### Project Extent



### Anita Street/Broadway Improvements



### Anita Street/Fourth Avenue Improvements



### Anita Street/Third Avenue Improvements



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Project 9: East Orange Avenue Corridor: *Max Avenue to I-805*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.56 mile high priority project traverses residential land uses along the majority of the corridor, retail uses around the Melrose Avenue/E. Orange Avenue intersection, and terminates at the I-805 ramps. Multiple parks and Rohr Elementary School are also located nearby. The corridor has moderately high average daily traffic volumes that increase to high volumes near the approach of I-805. Freeways present pedestrian safety issues due to the widths of ramps, the speeds of automobiles entering and existing freeways, and lack of lighting where overpasses exist. This high priority project ranked 9th out of a total of 30 high priority projects, scoring 13.89 out of a total 18.0 priority points.</p>	<ul style="list-style-type: none"><li>• Install ADA compliant curb ramps at all intersections where sidewalk improvements are recommended.</li><li>• Non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only.</li><li>• <b>Max Avenue /E. Orange Avenue:</b> extend curbs on all four corners; install yellow crosswalks on all four legs; install advance stop lines on the west and east legs; and shortened medians on the west and east legs of this intersection.</li><li>• <b>Melrose Avenue/E. Orange Avenue:</b> install standard crosswalks with advance stop lines on all legs of this intersection.</li></ul> <p>Cost Estimate: \$195,872</p>

Project Extent



Max Avenue /E. Orange Avenue Improvements	Melrose Avenue/E. Orange Avenue Improvements
An aerial view of the intersection of Max Avenue and E. Orange Avenue. Yellow lines show the proposed new crosswalks and curb extensions at all four corners. Orange lines indicate the location of raised medians on the east and west legs of the intersection. A legend in the bottom right corner shows a dashed red line for 'Existing Sidewalk' and a solid orange line for 'Raised Median'. A north arrow is in the top left corner.	An aerial view of the intersection of Melrose Avenue and E. Orange Avenue. Yellow lines show the proposed new crosswalks on all four legs of the intersection. A legend in the bottom right corner shows a dashed red line for 'Existing Sidewalk'. A north arrow is in the top left corner.

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Project 10: Third Avenue Corridor: *H Street to K Street*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.75 mile high priority project area along Third Avenue is characterized by its relatively dense mix of office, public service facilities, and some retail. The corridor is served by the regional MTS bus route 929 and has moderate to high transit ridership rates. This corridor attracts a significant number pedestrians and motorists at all times of day and serves as a thoroughfare to downtown. The majority of the corridor is a four-lane roadway with a center turn-lane and on-street parking. Average daily traffic volumes are relatively high and many pedestrian crashes were reported at intersections along this corridor between 2002 and 2007. This high priority project scored 13.88 out of a total 18.0 priority points and is ranked 10th out of a total of 30 high priority projects.</p>	<ul style="list-style-type: none"><li>• Install ADA compliant curb ramps at all intersections where sidewalk improvements are recommended.</li><li>• Non-project missing sidewalk is outside of the scope of this project and is displayed for informational purposes only.</li><li>• <b>I Street/Third Avenue:</b> extend curbs and widen sidewalks at the northwest corner; and install crosswalks and realign stop lines on the north, west and south legs.</li><li>• <b>J Street/Third Avenue:</b> extend curbs into J Street on the northeast corner; extend curbs and widen sidewalks into J Street on the southwest corner; and install crosswalks and realign stop lines on the north, west and south legs.</li><li>• <b>K Street/Third Avenue:</b> extend curbs into K Street on the northwest, southwest and southeast legs; and install crosswalks and realign stop lines.</li></ul> <p>Cost Estimate: \$297,000</p>

Project Extent



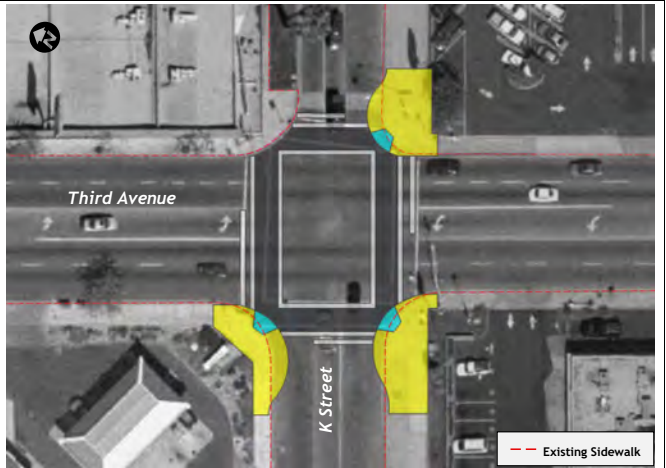
I Street/Third Avenue Improvements



J Street /Third Avenue Improvements



Third Avenue/K Street Improvements



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Project 11: Third Avenue Corridor: *E Street to H Street*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.8 mile high priority project area along Third Avenue is characterized by a relatively dense mix of retail and civic facilities, including City of Chula Vista buildings. It also includes several pedestrian-friendly design features such as trees, wide brick sidewalks, mid-block crosswalks with pedestrian actuated signals, benches, and decorative lighting fixtures, most of which are found in the northern half of the corridor. The corridor is served by the regional MTS bus route 929. It attracts a significant number pedestrians and motorists at all times of day and serves as a thoroughfare to downtown. There is parallel parking between E Street and G Street. The entire corridor has large intersections and the majority of the corridor is a four-lane roadway with a center-turn lane. The combination of high vehicular and pedestrian traffic and large intersections create potential conflicts between pedestrians and vehicles. This project overlaps with the Third Avenue Streetscape Project, a project funded by the SANDAG Smart Growth Incentive Program. The Third Avenue Streetscape Project involves enhanced paving treatments, bulbouts, curb ramps, street planting, medians, narrowed travel lanes, bus stops, parking, lighting, street furnishings and sharrows. The Third Avenue Streetscape, Phase I runs along Third Avenue from Madrona Street to H Street. This high priority project scored 13.76 out of a total 18.0 priority points and is ranked 11th out of a total of 30 high priority projects.</p>	<ul style="list-style-type: none"><li>• Install ADA compliant curb ramps at all intersections where sidewalk improvements are recommended.</li><li>• <b>Third Avenue/E Street:</b> widen sidewalks on the northwest, northeast and southeast corners; extend curbs on the southwest corner; realign crosswalks on the north and south intersection legs; and install ladder crosswalks on all legs.</li><li>• <b>Third Avenue/F Street:</b> install a bulb-out on northeast corner; install a curb extension into F Street on northwest corner and a curb extension into Third Avenue on southwest corner.</li></ul> <p><b>Cost Estimate: \$350,510</b></p>

Project Extent






Third Avenue/E Street Improvements	Third Avenue/F Street Improvements
<p>--- Existing Sidewalk</p>	<p>--- Existing Sidewalk</p>

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## Project 12: C Street/Third Avenue Corridor: *Fifth Avenue to E Street*

Description of Area and Issues	Improvement Recommendations and Cost Estimate	
<p>This 0.89 mile segment of high priority project along C Street and Third Avenue traverses park space, retail, and mixed residential and commercial areas. The 3-legged Sea Vale intersection at Third Avenue has significant potential for pedestrian-vehicular conflicts because the location lacks a clearly delineated travel path for pedestrians. The width of the intersection is also problematic for pedestrians because it lacks a protected and attractive waiting place for pedestrians attempting to cross through the intersection. Reconfiguring this intersection also presents challenges because vehicular access must be preserved for the residents living on Sea Vale Street. This high priority corridor is a two-lane roadway with intermittent center and right turn lanes from the Fifth Avenue/C Street intersection to the Fourth Avenue/C Street intersection, and a four-lane roadway from the Fourth Avenue/C Street intersection to the end of the corridor extent, just north of the Third Avenue/E Street intersection. This high priority project corridor scored 13.72 out of a total 18.0 priority points and is ranked 12th out of a total of 30 high priority projects.</p>	<ul style="list-style-type: none"> <li>• Install sidewalk along all segments of the corridor where sidewalk is missing (Project Missing Sidewalk).</li> <li>• Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended.</li> <li>• Non-project missing sidewalk and non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only.</li> <li>• <b>Third Avenue/Sea Vale Street:</b> install landscaped island with sidewalk traversing the island, ladder crosswalks and curb ramps; the landscaped island recommended for the southern point of the intersection is intended to slow vehicles turning onto Sea Vale Street by forcing them to take a hard right turn north of the island rather than merging freely onto Sea Vale Street.</li> <li>• <b>Third Avenue/D Street:</b> extend curb and widen sidewalk into Third Avenue along the northwest, southwest, southeast intersection legs; install a bulb-out on the northeast corner; install standard crosswalks on all legs, including realignment along the south leg; and install a raised median on the northern leg.</li> </ul> <p>Cost Estimate: \$552,759</p>	
Project Extent	Third Avenue/Sea Vale Street Improvements	Third Avenue/D Street Improvements
	 <p>Existing Sidewalk</p>	 <p>Existing Sidewalk Raised Median</p>

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